During the Administered Pricing Mechanism (APM), cost of production formed the basis for consumer prices. However APM has been dismantled effective 1.4.2002.

Statement

Duty structure of the Central Government

Items	Basic Customs Duty	Central Excise Duty	Cess/Special Additional Excise Duty
Crude	5%	Nil	Rs. 2500 per tonne
Petrol (MS)	7.5%	6%+Rs. 5/litre	Rs. 2 per litre+Rs. 6 per litre
Diesel (HSD)	7.5%	6%+Rs. 1.25/liture	Rs. 2/litre
LDO	10%	16%+Rs. 2.5/litre	—
Naphtha	5%	16%	—
LPG domestic	Nil	Nil	—
LPG	5%	8%	—
SKO PDS	*nil*	Nil	—
SKO	%	16%	—
LNG	5%	*Nil*	—
Other Products	10%	16%	—

Mangalore International Airport

*78. SHRI JANARDHANA POOJARY; Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the State Government of Karnataka has handed over 187 acres of land to AAI for expansion and development of Mangalore Airport as an International Airport and the State is prepared to sanction additional land for extension of runway and construction of approach road, if required; and

(b) if so, the details thereof and the Centre's response thereto?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) State Government of Karnataka (GoK) handed over 186.33 acres of land to Airports Authority of India (AAI) on 31.10.2003 for the construction of a new runway (06/24) and a new terminal building. GoK further provided 156.44 acres of land to AAI between December 2005—September 2006 for the construction of a link taxi-way to link the new runway (06/24) with the old runway (09/27), new fire-station, new technical block, control-tower and additional land required for the new terminal building. AAI has further requested to GoK to provide 109.45 acres of additional land for the construction of a parallel taxi-way for the new runway, widening of the basic strip of the new runway, and construction of a link-road to connect the city approach-road to the new terminal building.

GoK has offered to provide additional land for the extension of the length of the new runway (06/24) from 8000 ft to 9000 ft and more. The land offered is in a valley which is 75 to 80 meters deep. A detailed techno-economic feasibility study, environment impact assessment and safety asses.smcnt are required to be done as it involves huge earth-filling. AAI is also examining the possibility of limited extension of the runway within the available land.